

# THE ARIZONA CITIZEN.

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## THE ARIZONA CITIZEN.

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For Sale or Rent.

Furnished House for Rent.

Found.

THE UNDERIGNED OFFERS HIS

THREE ROOMS, KITCHEN AND BATH

FOR SALE.

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## Now.

BY ADELAIDE ANNE PROCTOR.

Rise! for the day is passing;

While you lie dreaming on,

The others have buckled their armor

And forth to the fight are gone;

A place in the ranks awaits you.

Each man has some part to play;

The past and the future are nothing

In the face of the stern to-day.

Rise from your dreams of the future,

Of gaining some hard-fought field,

Of storming some airy fortress

Or biding some giant yield;

Your future has deeds of glory.

Of honor (God grant it may!)

But your arm will never be stronger

Or the need so great as to-day.

Rise! if the past details you,

Her sunshine and storms forget;

No chains so unworthy to hold you

As those of a vain regret;

Sad or bright, she is lifeless over,

Cast her panthom arms away.

Nor look back, have to learn the lesson

Of a noble strife to-day.

Rise! for the day is passing!

The low sound that you scarcely hear

Is the enemy marching to battle—

Arise! for the foe is here,

Stay not to sharpen your weapons,

Or the hour will strike you at last,

When from dreams of a coming battle

You may wake to find it dead.

Yuma Items.

Condensed from the Sentinel of December 7.

Twelve bars of Tip Top bullion have

been forwarded this week by Wells,

Fargo & Co.

Last Saturday came a fine printing

press and fixtures complete with a lot

of type, for C. E. McClintock of Phoenix.

An engine and a lot of machinery,

together with a supply of provisions,

for the Tiger mine, will go up-river by

the Cocopah to-day.

Railroad material is being pushed to

the front, about 1000 ties, 300 steel

rails, and a proportionate quantity of

switches, frogs, set slides, bolts, fish

plates, &c. &c., arrive daily.

Judge Lindley of Los Angeles, arrived

in Yuma on Tuesday en route for

Magdalena, Sonora, via Tucson.

The five-stamp mill at Mineral Park

is crushing about seven tons of custom

ores daily which average about \$250

per ton.

Lieut. A. H. Payson, of the United

States Corps of Engineers, arrived yesterday,

and leaves by the Cocopah to-day.

He is accompanied by three en-

gineers, and is to make an examination

of the Colorado river and report,

with a view to future surveys. He has

only \$2000 at his disposal and so the

Colorado "survey" has dwindled into

an "examination."

J. M. Burney shipped during the

week to Tucson, by San Diego, Ber-

keley and Nevada, 82,000 pounds for

Lord & Williams, fully, Ochoa & Co.,

Bruckner, Wasson, Eger, Tombstone

Mining Company and the Government.

Some thirty-five tons of machinery

for the McMillen Mining Company, is

expected to arrive on or about the 12th,

consigned to David Neahr, who re-

ports 75,000 pounds on hand, awaiting

transportation.

Arizona is getting to be a good

customer for the foundries and machine

shops of San Francisco. A friend who

has been making a visit to these in-

stitutions tells us that, besides two

## Discrimination in Freight from Los Angeles to Arizona.

Some of the Los Angeles papers

have said a good deal on this subject.

The following letter was addressed to a

gentleman in Sacramento in connection

with the pending discussion of the

matter in the constitutional conven-

tion. It contains information that is

surely of interest to Arizona people.

It shows how easily the public may

be misled by reckless newspaper

charges. Until it is shown, and we

doubt if it can be, that Mr. Stubbs

does not present the facts fully and

clearly, his letter will convince all fair

men that the railway company is not

guilty of discriminating against Los

Angeles, either to her own detriment

or that of Arizona.

SAN FRANCISCO, November 28, '78.

DEAR SIR:—In reply to your in-

quiry regarding the alleged discrimi-

nation against Los Angeles in the mat-

ter of Arizona freights, I invite your

attention to the following facts: All

rates on first-class freight are: San

Francisco to Yuma, \$32 per ton; San

Francisco to Los Angeles, \$23 per ton;

Los Angeles to Yuma, \$35.40 per ton.

That is to say, first-class freight, if

shipped from San Francisco to Los

Angeles, and forwarded thence to

Yuma, will cost \$23 plus \$35.40, or

\$58.40 per ton; while it can be ship-

ped from San Francisco direct for \$32

per ton, showing a reasonable differ-

ence of \$6.40 per ton in favor of the

continuous as against the broken haul.

But this apparent difference does not

in reality exist, when it is remembered

that the railroad company does not re-

ceive the bulk of the business or con-

trol the rates of freight between San

Francisco and Los Angeles. During

the past year the rates on general mer-

chandise from San Francisco to Los

Angeles by water have been only \$3.50

per ton, making it possible to ship

freight from San Francisco to Los An-

geles, and thence to Yuma, for \$38.90

per ton, being \$13.10 less than the all-

rail rate from San Francisco to Yuma

direct, and at the present time mer-

chandise can be shipped from San

Francisco to Los Angeles via Wil-

lington for \$7.50 per ton, and thence

to Yuma for \$35.40, making a through

charge of \$42.90 per ton, against \$52

as charged by the all-rail route from

San Francisco to Yuma. On ship-

ments of grain and other cereals, the

natural products of Los Angeles coun-

ty, the rates from San Francisco to

Yuma are the same as the rates to and

from Los Angeles.

The above shows clearly that were

merchants and consumers in Arizona

disposed to purchase supplies of mer-

chandise from dealers in Los Angeles

instead of from jobbers in San Fran-

cisco, there is nothing in the freight

rates to prevent their so doing. The

fact that with these advantages in

favor, Los Angeles has failed to obtain

a trade in merchandise with Arizona,

is a proof of the difficulty of diverting

business from well established chan-

nels or dissolving connections of long

standing.

If it is true, as is alleged, that Los

Angeles demands at the hands of the

railroad company a tariff as will

make it a distributing point for gen-

eral merchandise for the remote dis-

tricts of Southern California and Ar-

## Postal Affairs.

Everybody is or ought to be interest-

ed in our postal system and its various

connections with other nations. Here

are a few very interesting remarks

made by President Hayes in his late

annual message to Congress; the first

being called out because of the failure

of Congress to appropriate money

enough to effectually apply present

laws, and the second in consequence

of the nearly universal extension of

postal facilities.

The following questions are present-

ed: Should Congress finally appro-

priate a sum for its expense largely in

excess of its revenues, or should such

rates of postage be established as will

make the Department self-sustaining?

Should the Postal Service be reduced

by excluding from the mails all mat-

ter which does not pay its way? Should

other methods be adopted which

will increase the revenues or di-

minish the expenses of the Postal

Service?

The International Postal Congress,

which met at Paris, May 1st, 1878, and

continued in session until June 4,

of the same year, was composed of dele-

gates from nearly all the civilized

countries of the world. It adopted a

new convention, to take the place of

the treaty concluded at Bern, October

9, 1874, which goes into effect on the

1st of April, 1879, between the coun-

tries whose delegates have signed it.

It was ratified and approved by and

with the consent of the President,

August 13, 1878. In its origin the

Postal Union comprised 23 coun-

tries having a population of 350,000,000

of people. On the 1st of April next it

will comprise 43 countries and colo-

nies, with a population of more than

650,000,000 of people, and will soon,

by the accession of the few remaining